

VESSELS IN THE DOCKS.—At Kowloon—Spanish cruiser Reina Cristina, Mongkut, H.M.S. Linnet, Prinz Heinrich. (Continued on page 2.)

Owing to increase of business, W. Robinson and Co. have moved their Piano and Organ showrooms to Connaught House—large stock—low prices.

WHARF ACCOMMODATION.

ARRANGEMENTS BY THE GOVERNMENT. The following is a copy of the correspondence that has passed between the Government and Mr. Alf. Woolley, Acting Superintendent of the P. & O. Company, on behalf of the shipping community, with reference to the wharf accommodation along the Praya.

The Editor 'CHINA MAIL.'

P. & O. S. N. Company,

6th June, 1895.

Sir,—Enclosed herewith I beg to hand you copies of some correspondence on this subject which may be of interest to the P. & O. Company, especially that section whose business or pleasure takes them afloat in the waters of the Colony, by whom the measures proposed to be adopted by the Government cannot fail to be generally appreciated.—Yours faithfully,

ALF. WOOLLEY,

Acting Superintendent.

Hongkong, 13th May 1895.

Sir,—With reference to the resolution passed at the Annual Meeting of the Chamber of Commerce on the 19th ultimo, regarding the want of adequate facilities along the sea front for the numerous Steam Launches required by the Community in the transaction of the business of the Colony, and in view of the danger that exists to life and property in using the New Pedder's Wharf owing to the congested state of the traffic at that point, a danger which will be shortly greatly increased by the closing of old Pedder's Wharf,—We the undersigned members of the Shipping and Mercantile Community would beg to draw the attention of the Government to the inadequacy of the wharf accommodation on the Praya for steam launches owing to the reclamation works now in progress, and as a means of surmounting this difficulty would venture to suggest to His Excellency that one or more bamboo jetties should be erected at or near old Pedder's, or the P. & O. Wharf, to enable launches to come alongside at any state of the tide until the Reclamation is so far advanced as to admit of permanent wharves being constructed.

Attached for His Excellency's information is a sketch plan showing the positions suggested for two temporary bamboo jetties which it is proposed should be constructed parallel with the new Praya Wall and in such manner as to be in no way prejudicial to the work now in progress thereon.

A footway of earth could readily be made from the old Praya wall to the new one, and connecting with the jetties to give access for passengers.

We are of opinion that two jetties, say 100 ft. x 20 to 25 ft. each, could be put up at a cost of \$40 to \$50 per month each, or thereabout (exclusive of Typhoon damage), but the question of cost must necessarily depend upon the dimensions and strength of the structures sanctioned by the proper authorities, but would after all be a small matter compared with the convenience that would accrue therefrom to the Community at large.

We have the honour to be, Sir, Your Obedient Servants,

(Signed)

A. WOOLLEY,

Supt. P. & O. S. N. Co.

D. E. BROWN, per D. W. CRADDOCK,

General Agt. C. P. R.

E. OSBORNE,

Sec. H. K. & K. W. & G. Co.

J. S. VAN BUREN,

Agent P. M. S. S. Co. & O. & O. Co.

JARDINE, MATHESON & Co.

R. COOK,

For H. K. W. P. Dock Co., Ltd.,

Agts. General Managers.

BUTHERFIELD & SWIRE.

T. JACKSON,

For the H. K. & S. P. Op. Co.,

Chief Manager.

LYNN, CRAWFORD & Co.

W. FAIRBANK,

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W. PARSONS,

Chairman, Board of Directors,

Hongkong Hotel Co.

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SWINSON & Co.

H. U. JEFFRIES,

Manager Nippon Yusen Kaisha.

The Hon. J. H. Stewart Lockhart,

Colonial Secretary, Hongkong.

1st June, and beg to thank you for your courteous reply to my letter of the 18th May submitting certain proposals for increasing the wharf accommodation in the vicinity of Pedder's Wharf during the construction of the Praya Reclamation Works, and purpose publishing the letters herein referred to for general information and providing you have no objection to the course—as I think the Shipping Community will be glad to be kept in the matter. I have the honour to be, Sir, your most obedient servant,

(Sd.) ALF. WOOLLEY.

THE LEGISLATIVE COUNCIL.

The Legislative Council met this afternoon. H. E. Sir William Robinson presided. There were also present: Hon. J. H. Stewart Lockhart, Colonial Secretary; Hon. A. G. Wise, Acting Attorney General; Hon. A. M. Thomson, Acting Colonial Treasurer; Hon. W. C. H. Hastings, Acting Harbour Master; Hon. K. Travers, Postmaster General; Hon. C. P. Chater, Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, Hon. E. R. Bellin, Hon. A. McConachie, and Mr. J. G. T. Buckle, Acting Clerk of Council.

NEW MEMBERS.

Capt. W. C. H. Hastings, Acting Harbour Master, took the oath and their seats as temporary members of the Legislative Council.

DOCUMENTS.

The Colonial Secretary laid on the table:—The reports of the Colonial Veterinary Surgeon, the Director of the Observatory, the Sanitary Superintendent, the Director of the Botanical and Afforestation Department, all for 1894.

THE MEDICAL COMMISSION—PERSONAL EXPLANATION BY MR. McCONACHIE.

Mr. McConachie said—I beg to ask your Excellency's permission to make a personal explanation.

His Excellency assented.

Mr. McConachie—At the meeting of Council on the 17th April I read out an extract from the Report of the Medical Commission, of which I had the honour of being a member. The fact of my name being mentioned in the Report was not intended to draw the attention of the Government to the inadequacy of the wharf accommodation on the Praya for steam launches owing to the reclamation works now in progress, and as a means of surmounting this difficulty would venture to suggest to His Excellency that one or more bamboo jetties should be erected at or near old Pedder's, or the P. & O. Wharf, to enable launches to come alongside at any state of the tide until the Reclamation is so far advanced as to admit of permanent wharves being constructed.

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Manager Nippon Yusen Kaisha.

The Hon. J. H. Stewart Lockhart,

Colonial Secretary, Hongkong.

Colonial Secretary's Office,

1st June, 1895.

Sir,—Adverting to your letter of the 18th ultimo, submitting certain proposals for increasing the wharf accommodation in the vicinity of Pedder's Wharf during the construction of the Praya Reclamation Works, I am directed by His Excellency the Governor to inform you that arrangements are being made to erect a temporary landing stage, and to place the platform of the temporary Market Building in such a position as to serve a similar purpose.

His Excellency regrets that the construction of the pier suggested in your letter above referred to is at present impracticable owing to the interference with the construction of the new Pedder's Wharf, and pending the completion of this work, to keep the existing wharf open to traffic as far as possible, it is impracticable to erect a temporary pier in this situation owing to the extensive nature of the foundations required for the new wharf.

I have the honour to be, Sir, your most obedient servant,

(Sd.) J. H. STEWART LOCKHART,

Colonial Secretary.

A. Woolley, Esq., Superintendent, Peninsular and Oriental S. N. Co.

4th June, 1895.

Sir,—I have the honour to acknowledge the receipt of your letter, No. 1103, dated

June 8 of 1895. (The Arms Consolidation Ordinance, 1895); the other 'Ordinance' the naturalization of Samuel Donnerberg.

THE EXPENDITURE OF THE COLONY.

The Acting Colonial Treasurer, in moving the second reading of the Bill to authorize the appropriation of a supplementary sum of \$355,355.88, said the actual expenditure for the year 1894, including public works not chargeable to loan, amounted to \$2,299,096 as compared with an estimate of \$1,938,981, the difference in excess being \$360,115, but as credit could not be taken for excesses on votes for different Departments nor on excesses of items in public works, which amounted to \$55,290.88, the total now to be authorized was \$355,355.88. The excess expenditure due to full of exchange was over \$150,000, for plague about \$152,000; for Po Leung Kuk \$20,000, and for exchange compensation \$22,000; altogether amounting to about the whole of the excess now to be sanctioned. If there had been no plague, only \$200,000 would have been required, of which sum three-fourths was due to fall in exchange, and there would have been a clear surplus of \$140,000. The actual revenue for 1894 was \$2,247,205, and the expenditure was \$2,299,096, the deficit was only \$51,891, or, if the public works extraordinary were excluded, there was a surplus of \$600. He considered this was a very fortunate state of affairs, considering the heavy unforeseen expenditure which had to be incurred throughout the year. He asked the Council to give the Bill their favourable consideration, and said he would be ready to give fuller details in Finance Committee if it was considered desirable.

The Council went into Finance Committee under the presidency of the Colonial Secretary and considered the Bill.

In the course of a brief discussion, Mr. Chater said—I should like to know if any answer has been received from the Secretary of State to His Excellency's despatch of the 22nd ult. regarding the military contribution.

The Colonial Secretary—No reply has yet been received from the Colonial Office, but I think I may inform the Committee that a reply is expected very shortly on the question of the military contribution.

Mr. Chater—I hope it will be a favourable one.

The Colonial Secretary—I hope so; I cannot say whether it is to be favourable or unfavourable, but I am sure it has received careful consideration.

Dr. Ho Kai—I will convey the decision of the Council to the Government, and I will convey the decision of the Committee.

The Council having remained, the Bill was passed.

GATTIE DENNIS.

The Council passed the Bill entitled 'An Ordinance to amend Ordinance No. 17 of 1887, (The Cattle Diseases, Slaughtering and Markets Ordinance, 1887).

Mr. Wise explained that the Government wished to control the whole of the cattle depots in the Colony.

ANNOUNCEMENT.—TWOCH OF SATUR.

His Excellency—I have no more business for the Legislative Council, and I have very great pleasure in releasing you from your labours and adjourning sine die.

I am extremely obliged to the Senior Official Member and the other Unofficial Members for their assistance during the session, assistance which has been much appreciated and advice we have constantly adopted. I trust it may not be necessary to summon the Council regularly until late, over, that we may have one or two meetings in the meantime. I think when we consider what the Colony was passing through at this time last year we have great reason to be thankful, when we reflect that, with the exception of three or four sporadic cases of plague in April, there have been no single case of that disease for upwards of one month (applause). The work of the Sanitary Board is going on vigorously, uneventfully, yet quietly and unobtrusively, and I have great hope that we may be spared a further outbreak of disease during the coming year. Now that the China-Japan war is happily ended and exchange fairly steady, I think we may look forward to an increase in and expansion of our trade and consequent growth of the Colony.

With these few remarks, I now state that this Council stands adjourned sine die.

PIANOFORTES tuned—Slippery by yearly contract.—High class work—W. Robinson and Co.

In the Contemporary Review for April, Mr. Charles E. D. Bickel advocates a railway to Korochoe from Port Said via the Persian Gulf, which he says would cost three years to build and cost fifteen millions sterling. Its completion would, he thinks, be followed by the continuation of the Indian system to Singapore. A Port Said to Singapore railway is expected to command a big traffic. We did not think of this until we read Mr. Bickel's article.

Mr. G. P. Chater seconded the adoption of the Committee's report. The scheme had been discussed in the Committee at a meeting of the Unofficial Members to which Mr. Cooper was invited, and all the Unofficial Members were favourable to the scheme except Mr. Bellin. Personally, Mr. Chater was originally opposed to the destruction of the houses and the removal of the population by fire, which involved a large loss of money to the Government; and he had hoped that if a Commission were appointed it would fall in with the views he formed from personal inspection of the property, viz., destruction of the houses and the removal of the population by fire, which involved a large loss of money to the Government; and he had hoped that if a Commission were appointed it would fall in with the views he formed from personal inspection of the property, viz., destruction of the houses and the removal of the population by fire, which involved a large loss of money to the Government; and he had hoped that if a Commission were appointed it would fall in with the views he formed from personal inspection of the property, viz., destruction of the houses and the removal of the population by fire, which involved a large loss of money to the Government; and he had hoped that if a Commission were appointed it would fall in with the views he formed from personal inspection of the property, viz., destruction of the houses and the removal of the population by fire, which involved a large loss of money to the Government; 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Mails.

NORDDEUTSCHER LOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUER, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich	Monday	June 24
Bayer	Monday	July 2
Prinzess	Monday	August 13
Sachsen	Monday	Sept. 16
Hera	Monday	Oct. 14
Prinz Heinrich	Monday	Nov. 11
Prinzess	Monday	Dec. 9
Sachsen	Monday	Jan. 6
Hera	Monday	Feb. 3

ON MONDAY, the 24th of June, 1895, at 3 p.m., the Company's
S.S. PRINZ HEINRICH, Capt. Knebel,
will sail for SINGAPORE, COLOMBO,
ADEN, SUER, PORT SAID, NAPLES,
GENOA, ANTWERP, BREMEN & HAMBURG.
The ship will leave this port at
10 a.m., calling at NARLES and GENOA.
Shipping Orders will be granted till
noon, on SATURDAY, the 22nd June,
Cargo and Special will be received on
board until noon, on MONDAY, the 24th
June, and parcels will be received at
the Agency's Office until noon, on SAT-
URDAY, the 22nd June. Contents of Packages
are required. No Parcel Receipts will be
signed for less than \$2, and Parcels
should not exceed Two Feet Cubic in
measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELOER & Co.,
Agents.
Hongkong, May 30, 1895. 1020

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
line to the PACIFIC COAST and to the IN-
TERIOR and EASTERN CITIES of the United
States and CANADA and to the HAWAIIAN
ISLANDS. The rates are as follows:
HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Tables. Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$350.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINES.

HONGKONG TO TACOMA, \$225.
Rate of Passage to other Ports on ap-
plication.
Special rates allowed to members of Gov-
ernment Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Evandale	Monday	June 25
Victoria	Monday	July 16
Tacoma	Monday	Aug. 6
Harbin	Monday	Aug. 27
S.S. Victoria	Monday	Sept. 17
Victoria	Monday	Oct. 8
Tacoma	Monday	Oct. 29
Harbin	Monday	Nov. 19

* No Passengers carried by this sailing.

THE Steamer EVANDELE,
Capt. BRYAN, sailing at noon, on
TUESDAY, the 25th June, will proceed
to VICTORIA, B.C., and TACOMA,
SHANGHAI, INLAND SEA, KOREA and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.
Consular Invoice of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent for the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 5, 1895. 1049

Intimations.

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARNOLD STREET, EAST.
Business Office: No. 21, Gilman Street.

LANGUID WOMEN

PALE CHILDREN

OLD PEOPLE, INVALIDS

VIN CHAPOTEAUT

(CHAPOTEAUT'S WINE OF PEYRON)

A DELICIOUS

NUTRITIVE

STIMULANT

This alimentary wine is easily assimilated when
the other solid or liquid food will remain on the
stomach. It is indicated in constitutional weakness
and lack of digestive power, for the aged, women,
Dyspepsia, and Convalescence.

It helps to cure
Consumption,
Gastritis,
Anemia,
and
Stomach
Weakness.

CHAPOTEAUT, PARIS

For Sale by A. S. Watson & Co., Chemists.

Hongkong, May 28, 1895. 1053

Mails.

U. S. Mail Line.
**PACIFIC MAIL STEAMSHIP
COMPANY.**

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro

via Nagasaki, Kobe, Inland Sea, and Yokohama, on SATURDAY, June 8, at noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) on FRIDAY, June 28, at noon.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama) on TUESDAY, July 9, at noon.

U. S. Mail Steamship CITY OF RIO DE JANEIRO will be de-
parted for SAN FRANCISCO, via
NAGASAKI, KOREA, INLAND SEA and
YOKOHAMA, on SATURDAY, 8th June,
at Noon, taking Passengers and Freight for
Japan, the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route,
through Canada, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on ap-
plication.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Panama, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked in full; value
of same is required.

Circular Invoices to accompany Cargo
intended to points beyond San Francisco
in the United States, should be sent to the
Company's Office in San Francisco, and
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, May 18, 1895. 950

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gafo (via Nagasaki, Kobe, Inland Sea, and Yokohama) on TUESDAY, June 18, at noon.

Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama) on SATURDAY, July 20, at noon.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama) on THURSDAY, Aug. 8, at noon.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoice of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent for the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 5, 1895. 1049

Intimations.

Easily Taken Up.

Cod Liver Oil
as it appears in
Scott's Emulsion
is easily taken up
by the system.
In no other form
can so much fat-
food be assimila-
ted without in-
jury to the organs of digestion.

Scott's Emulsion

of Cod Liver Oil with Hypo-
phosphites has come to be an
article of every-day use, a
prompt and infallible cure for
Colds, Coughs, Throat troubles,
and a positive builder of flesh.

Scott & Bown, Ltd., London. All Chemists.

Sole Agent for China and Hongkong:

CHAN A FOOK, at WATKINS & Co.,
Hongkong.

Hongkong, April 10, 1895. 036

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1895. 1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOREA, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 12th June.

EMPEROR OF INDIA, Comdr. O. P. Mansfield, R.N.R., WEDNESDAY, 3rd July.

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R., WEDNESDAY, 24th July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)
in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-
CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there
daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New
York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and
the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits,
Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL
STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
PRINCE STREET, 967

Hongkong, May 22, 1895.

SHARE LIST—QUOTATIONS—JUNE 6, 1895.

Stocks. No. of Shares. Value. Par. Div. Closing Quotations, Cash.

HONGKONG AND SHANGHAI BANKING CORP., Ltd., 30,000, 12, all, 180% prem., sales & sellers

Bank of China, Japan and Straits, 39,875, 1, 1, 1, 100% prem., sales & sellers

Bank of China, Ltd., 1,250, 1, 1, 1, 100% prem., sales & sellers

National Bank of China, Ltd., 1,250, 1, 1, 1, 100% prem., sales & sellers

Marine Insurance Co., Ltd., 10,000, 2, 2, 2, 100% prem., sales & sellers

China Insurance Co., Ltd., 10,000, 2, 2, 2, 100% prem., sales & sellers

Shanghai Insurance Co., Ltd., 10,000, 2, 2, 2, 100% prem., sales & sellers

Union Insurance Society Co., Ltd., 10,000, 2, 2, 2, 100% prem., sales & sellers

Marine Insurance Association, Ltd., 10,000, 2, 2, 2, 100% prem., sales & sellers

China Fire Insurance Co., Ltd., 10,000, 2, 2, 2, 100% prem., sales & sellers

Longkong Fire Insurance Co., Ltd., 10,000, 2, 2, 2, 100% prem., sales & sellers

H'kong & Whampoa Dock Co., Ltd., 12,500, 1, 1, 1, 100% prem., sales & sellers

China and Manila S. S. Co., Ltd., 5,000, 1, 1, 1, 100% prem., sales & sellers

Colonial Steamship Co., Ltd., 5,000, 1, 1, 1, 100% prem., sales & sellers

Indo-China S. S. Co., Ltd., 5,000, 1, 1, 1, 100% prem., sales & sellers

China Mutual S. S. Co., Ltd., 5,000, 1, 1, 1, 100% prem., sales & sellers

Do. (new issue), 20,000, 1, 1, 1, 100% prem., sales & sellers

China Sugar Company, Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

Hongkong Sugar Company, Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

H.K. & Kow. Warehouse & Storage Co., Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

Warehouse and Storage Co., Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

Hongkong Land Investment and Agency Company, Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

Southern Land and Building Co., Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

Hongkong Estate & Finance Co., Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

West Point Building Co., Limited, 20,000, 1, 1, 1, 100% prem., sales & sellers

H.K. High-Low Tramway Co., Ltd., 1,250, 1, 1, 1, 100% prem., sales & sellers

Jelabu Mining & Trading Co., Ltd., 15,000, 1, 1, 1, 100% prem., sales & sellers

Panama Mining Co., Ltd., 15,000, 1, 1, 1, 100% prem., sales & sellers

Société Française des Charbonnages du Tonkin, 12,000, 1, 1, 1, 100% prem., sales & sellers

New Balmoral Gold Mining Co., Ltd., 30,000, 1, 1, 1, 100% prem., sales & sellers

Raub Aust. Gold Mining Co., Ltd., 30,000, 1, 1, 1, 100% prem., sales & sellers

Société Française des Houillères de Touraine, 8,000, 1, 1, 1, 100% prem., sales & sellers

China-Borneo Company, Ltd., 7,500, 1, 1, 1, 100% prem., sales & sellers

H. G. Brown & Co., Limited, 6,000, 1, 1, 1, 100% prem., sales & sellers

Hongkong Hotel Company, Ltd., 6,000, 1, 1, 1, 100% prem., sales & sellers

A. S. Watson & Co., Limited, 60,000, 1, 1, 1, 100% prem., sales & buyers

Dakin, Craikbank & Co., Ltd., 60,000, 1, 1, 1, 100% prem., sales & buyers

H.K. and China Gas Co., Limited, 7,000, 1, 1, 1, 100% prem., sales & buyers

Hongkong Electric Co., Limited, 7,000, 1, 1, 1, 100% prem., sales & buyers

Green Island Cement Co., Ltd., 30,000, 1, 1, 1, 100% prem., sales & buyers

Hongkong Brick & Cement Co., Ltd., 4,000, 1, 1, 1, 100% prem., sales & buyers

Boji's Abasco, Eastern Agency, 3,000, 1, 1, 1, 100% prem., sales & buyers

Osaguchi, Moore & Co., Limited, 1,000, 1, 1, 1, 100% prem., sales & buyers

Geo. Fenwick & Co., Limited, 6,000, 1, 1, 1, 100% prem., sales & buyers

Hongkong Bakery Company, Ltd., 6,000, 1, 1, 1, 100% prem., sales & buyers

Hongkong Dairy Farm Co., Ltd., 10,000, 1, 1, 1, 100% prem., sales & buyers

Hongkong Ice Company, Limited, 6,000, 1, 1, 1, 100% prem., sales & buyers

H'kong R. P. Manufacturing Co., Ltd., 3,000, 1, 1, 1, 100% prem., sales & buyers

Foundry's share

JOHN. Amount. Value. Interest. Quotation.

Chinese Imperial 1895, 11, 787, 25, 11, 25, 7% p. ann., 10% prem., sales

Hongkong Hotel Mort-
gage Debentures, 1895, 4, 400, 000, 1, 400, 000, 6% prem., 4500

Intimations.

S. I. K. T. I. N. G.,
Surg. Dentist,
No. 10, D'ARQUILLAS STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 2, 1895. 628

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed
HOTEL, situated at a height of 1,250
feet above sea-level has just been thor-
oughly re-decorated, renovated and re-fur-
nished, and a NEW WING has been built, which
commands magnificent Views of the Har-
bour and mainland of China.

SPECIAL SUMMER RATES.

(From 1st April to 31st October).

One person, per day ... \$ 4.00

One person, per month ... 150.00

Married couple (occupying one room) per day ... 7.00

Married couple (occupying one room) per month ... 170.00

For further Particulars, apply to
THE MANAGER,
New Victoria Hotel,
Hongkong, April 10, 1895. 036

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the shipping or midway between each shore are marked m., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pollard's Wharf.
6. From Pollard's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Flag
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